



www.scclimatechange.us

MEETING SUMMARY
SOUTH CAROLINA CLIMATE, ENERGY AND COMMERCE ADVISORY
COMMITTEE

Transportation and Land Use (TLU) Technical Work Group (TWG)

Call #4, August 07, 2007, 10:00 AM -12:00 PM

Attendance:

1. Technical Working Group members attending:
L. H. Siegling, Brad Wyche, Brian Barnes, Barry Beasley, Wendy Bell, Erika Hartwig, John Hartz, and Susan Richards
2. Technical Working Group members not attending:
Rep Ben Hagood, E. Bruce Morgan, Hugh Weathers, Rusty DePass, John Gardner, Dell Isham, Dr. Arlene Prince, Mark L. Robertson, John (Jack) Simon.
3. Center for Climate Strategies (CCS) staff:
Will Schroeer; Wendy Messenger
4. South Carolina Department of Health and Environmental Control (DHEC):
Michael Juras, Agency Liaison
5. South Carolina Agency Observers:
Leslie Coolidge
6. Public Attendees: None.

Background documents:

(all posted at http://www.scclimatechange.us/Transportation_Land_Use.cfm)

1. Meeting Notice and Agenda
2. PowerPoint for Teleconference
3. CC Draft Catalog of State Actions

Discussion items and key issues:

CCS welcomed the group and conducted roll call.

Balloting process was reviewed. Decision at last meeting was to

- allow bundling in ballots
- Use balloting to describe policy option and policy option bundles as high, medium and low priority for analysis.

Results of the balloting were presented. Where bundles were fairly clear, the TWG adopted them. Where balloting diverged, the TWG discussed and then adopted a recommendation to bundle or not.

Discussion of specific policy options:

3.2.5. (Pre-Clearance at Scale Houses) might be more of cost saving than a GHG saving.

3.2.6. (Truck Stop Electrification) considered very effective for emissions.

3.2.7. (Implement & Enforce Anti-Idling) few studies on anti-idling but does not cost a lot of money. It is a cost effective measure. Also, do not think that there are laws to enforce regarding anti-idling. Could create a law, rather than enforce.

2.4.1 (Low GHG Fuel Standard) open question whether this is cost effective for states that have implemented ethanol requirements. The GHG standard is intended to be a portfolio of all types of fuels.

1.2.3 (Transportation System Management) to be defined if the CECAG approves TSM as a policy option.

1.1.1 (Tailpipe GHG Emission Standards) puts the burden on auto manufacturers which can cause increase in prices. A fuel tax, which would put the burden in the mix of the fuel, would provide revenue directly to the state.

1.2.1 (Enforce Speed Limits (cars)) and 3.2.2 (Enforce Speed Limits (trucks)): Suggestion to combine recommendations to reduce speed limits for both cars and trucks. No objections were voiced.

3.2.7 (Implement & Enforce Anti-Idling): Change in language proposed to reflect that all policy suggestions are under consideration. Replace “consider implement and enforcing truck anti-idling” to “implement and enforce”.

Public Input:

None

Next Meeting:

Call 5: Thursday, September 20, 2007 from 3:00 pm – 5:00 pm

Call 6: Wednesday, October 10, 2007 from 10:00 am – 12:00 pm